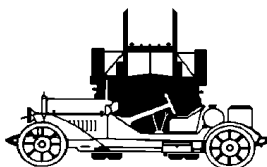


Miniature Auto

A publication for and by collectors and builders of model vehicles



Minichamps 1:18 BMW 3.5 CSL IMSA.



October 2002 Issue 200

Miniature Auto is the bi-monthly newsletter of
The New Zealand Model Vehicle Club (Inc)

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Please address all correspondence to the Secretary.
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Change of address to the Secretary.

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EDITORIAL

Miniature Auto Volume 200. The magazine has certainly come a long way from it's first issue in February-March 1969. Further on in this issue you will find an article from Eric Brockie reminiscing on the joys (?) of producing those early issues

Issue One consisted of 13 quarto pages. Notable is the 1969 Subscription big and bold at the top of page one – all \$2 of it (plus a \$1 joining fee). 34 years down the track our current sub of \$20 looks pretty good value. Inside were articles, including many of the 'new acquisitions' type, from 8 members. Carville noted that his dictionary defined caper as the act of 'leaping about like a goat'. I for one am pleased to see Carville has the occasional leap left in him. Do you still have the Clockwork Phase 1 Vanguard model Carville? Two pages of New Releases as well as many good responses from model companies here and overseas. Prices for the AMT 1:25 releases ranged from \$1.50 for the production car kits up to \$5.00 for kit # T500 Peterbilt Truck. Eric's collection at the time numbered 'over 1300'. I believe it has grown a bit since then, eh Eric!

Sure the club was new then but looking through those first three issues it is apparent that the desire to share, whether it was building tips, new additions, future/new releases etc was much greater than it is today. In the time I have been editing MA I have only had one tip about upcoming releases from a member of the club. Sure the availability of information is much more widespread than in 1969 with plenty of info available over the Internet, but what about the availability of models here in NZ. I live in the country's fourth largest city. It has three Warehouses, one Toyland and one Model shop. Wellington is not much better served. Therefore it is quite easy to miss the arrival of a new brand in the country. How many of you know that The Warehouse stocks Welly or that Hongwell's Cararama range are available here? Has anyone seen any of the Maisto Excess Tuner series in New Zealand yet? (Incidentally if anyone does come across the Excess Tuners I would love one of the RX 7s) What is your local supply of the various ranges like?

This is the sort of communication that was behind the founding of the club and for which there is still a need, despite the so-called advances in availability of information.

Lee Tracey

PRESIDENTS PIECE

October has rolled around again, meaning it is time to think about the business of the club with branch AGM's this month. Rather than the usual banging on about how smoothly your branch is running even though you have had to cancel your 4th consecutive Model Competition, or your membership has shrunk or whatever I would like to commend Otago for trying something a bit different.

By the time you receive this issue of MA Otago will probably have just completed their Kitset Model Expo 2002. The Expo is open to any Kitset or Scratch builder whether they be members of the club or not. Where this differs from other Model Contests/Expos previously run by Branches in the club is that Otago have gone out of their way to ensure invites have reached non members including those who belong to other modelling organisations. I certainly hope their efforts were well rewarded with a good turnout. It is also a great chance for kit building members of the club to show they do exist.

On the subject of letting people know about our events I recently received a letter from Eric on Branch promotion. Visitors to Model Expo 2002 in June were given a questionnaire to determine where they heard about the display. The purpose being to find out the effectiveness of the event's advertising. The ranking was window display/walking past followed by radio ads followed by the newspaper photos (*see Branch reports*).

None of these forms of 'advertising' cost the Branch money but all show the value of making use of contacts within the media and especially any 'Community Noticeboard' space on air/in print. The other aspect of the coverage that Otago have found beneficial is the presence of an 'identity' that the media can use and that Joe Public comes to associate with the hobby. This element of the coverage is one that is recognised and pushed by the newspaper. That is why Otago Branch newspaper coverage features yet another photo of Eric. Other Branches should take note.

Finally you should receive information about the next AGM with this issue of MA. The important point to most members this far out is the Dates which are January 18 and 19. The host Branch is Christchurch. Start planning your trip and any business you wish to bring up now.

Yours

Lee Tracey

BRANCH REPORTS



Above: Photo and article about Otago Branch Model Expo 2002 printed on page 8 of the Otago Daily Times 8 June. The original Photo was in colour.

Right: Page One coverage in the Star of 6 June also in colour.



THE GOOD OLD DAYS

Well I remember those days of using a duplicator to do the printing. To start with the information had to be typed on to duplicating stencils which were made up of a very thin front sheet with a backing sheet of heavy paper. In those days Dorothy did all my typing for me on to the stencil. Once the stencil was typed on it was ready for the duplicator but this was not always a straight forward job to reach this stage. If you typed a mistake on a stencil you could use a correcting fluid to fill in the holes made when you typed. Many a time when you did this it looked alright when you typed over it again but then when you printed it it came out on that part as a great big blob so it was a matter of starting that sheet of typing all over again.

When you did place the stencil on to the duplicator for duplicating the sheets of the stencil care had to be taken to keep the stencil flat as you slowly turned the handle to wind the stencil round and get it on to duplicator without any wrinkles. Once the stencil was on satisfactorily you then removed the heavy paper backing sheet and the task of turning the handle one full circle for each single copy of the stencil began.

If we had a twenty page newsletter and required 100 copies of the newsletter that meant 2000 turns of the duplicator handle so if nothing else I guess that both Dorothy and I became strong in the wrists. I can well remember the frustrations that we had to contend with in getting a newsletter fully printed and ready to be stapled. Once the printing began of course the stencil became very fragile because the duplicator ink made it so soft and easily torn. It was not uncommon for the stencil to move and become twisted and if you were lucky enough you could carefully lift the stencil and straighten it and go back to duplicating but more often than not it was back to the typewriter to start all over again.

The finished copies in those days was all printed on quarto size paper or foolscap as A4 was not heard of then. I have no idea how many thousands of time we must have turned that handle over the years to produce the newsletters but the photocopiers of today are a big advancement of course and at least after using today's copiers you are not covered in duplicating ink from your fingers to your elbows as we seemed to be on many occasions. I would say that today's photocopiers have been a great advancement in printing of many Club publications over the years when you look back at the days of DUPLICATORS.

ROTARY REDUCTION

February 1971 saw the meaningful arrival of Mazda in New Zealand with the release of the Capella Rotary (RE) sedan and coupe. This car became better known by the name given to the facelifted version that arrived from May 1972 – RX 2. Powered by the new 'twin dizzy' 12A engine these cars were more than a match for their more established competitors in the marketplace with surprising levels of performance from the 1146cc engine (120 bhp @ 7000rpm), high levels of handling from the Independent Rear Suspension and good levels of interior equipment.

Being more well known throughout the world this car attracted more contemporary modelling interest than its predecessors with several companies making either kits or models of the coupe version. Three companies made plastic kits of the RX 2. The most common of these (on ebay anyway) is the 1:20 Entex kit (Cat. No 8333). These kits were made for Entex by Bandai and hold up very well against anything made today. They feature opening doors, bonnet and boot, full engine even rubber floor mats! Also in 1:20 is a kit by Gakken a Japanese kit maker no longer in business (as far as I know). The final kit is a 1:24 coupe sold under the Koga brand. This and the Entex kits feature the rectangular headlights. I know nothing about either the Gakken or the Koga kits other than the fact of their existence.

Diecast RX 2s are (were) available from 4 companies. The largest are the 1:40 scale offerings from Diapet, no's 0147 & 219 in their range. The 219 represents a first generation car. I do not have any info about the 0147 model. Finishing off those I know nothing about is Onbekend 304 a 1:59 scale coupe for the Japanese market.

No 12 in the Tomica range comprised a 1:59 scale rectangular headlight coupe available in Blue or Orange. Finally in this article are three models from Zylmex in a similar scale to the Tomicas. I have seen three of these thanks to a collector in Auckland. The versions are Police, gold competition(?) car and a white car with red light on the roof and Japanese writing on the boot and bonnet emblem similar to the Police version. My thanks to Paul for the diecast photos and for alerting me to the existence of the Zylmex models.

As usual any help in locating any of the above to add to my collection would be much appreciated.

Lee Tracey



FPTZ



Top: Koga Kit

Left: Entex Kit 8333

Bottom Left: Tomica No. 12

Bottom Right: Three RX 2
Variants by Zylmex.



PITS REPORT

IXO RAC001 Ford Escort Mk2 1st Acropolis 1981.

My special Rallying Hero made his name in New Zealand placing 2nd in the 1977 Radio New Zealand International Rally driving a locally prepared Escort, finishing ahead of the likes of Markku Alen and Simo Lampinen. Ari Vatanen went on to many great feats in his rallying career. The crowning glory though was winning the 1981 World Rally Championship after driving the David Sutton prepared Escort to the title ahead of several major Works Teams. His Co-driver that year was Dave Richards, now better known as the head of Prodrive and the budding Bernie Ecclestone of world rallying.

During the course of that season he scored the first of his three victories when Hannu Mikkola (and the rest of the Audi Team) was disqualified on a minor technical infringement at the Acropolis Rally in Greece. This car has been modelled recently by both ixo and Trofeu. To me the choice between the two makes is a no brainer as the ixo has the correct Rothmans sponsorship whereas the dreaded ciggy label is missing from the Trofeu version.

Ixo appear to have captured the shape of the Escort well while the casting itself shows no flaws. The paint is also free of flaws while all signage is well applied and accurate except for a bonus ferodo sticker just in front of the rear wheels that should not be there. Added accessories such as wipers, mirrors, extra lights and the radio aerial are all nicely reproduced in plastic with the aerial being the only item that seems overscale. Wheels are adequately done representations of the ubiquitous Minilites.

The window glass is done in thin acetate which gives a much nicer look than the more usual thick hard plastic. Not that there is a lot to see inside as the custom at the time was for Black interiors. The only relief from this is the bright red of the seatbelt harnesses which are only moulded to the front of the seats and the fire extinguisher mounted in the passenger footwell. There are decals for both instrument sets though these are very hard to see without taking the model apart.

All up a nice model that adds another year to the collection of World Rally Champion cars which is quickly becoming a very collectible field.

Lee Tracey

FOR QUEEN AND COM-

For her golden jubilee, the Queen has an all new state limousine. And for the first time, it's a Bentley. Officially known as Project Diamond, the gargantuan claret-red Bentley was known as "Betty's Barge" by the test drivers whose job it was to ensure that it was 'fit for purpose.'

The statistics are interesting

Size: 20 feet, 6 inches long;
6 feet, 6 inches wide; 5 feet, 9 inches tall,
and weighing in at 3-4 tons sans passengers

Price/availability: handed over May 29, 2002, not for sale. No price available, although the project is estimated to have cost about five million pounds.

Engine/transmission: 6750 cc all aluminium alloy 90-degree V8 with single cam in block and two pushrod-actuated overhead valves per cylinder. Twin turbo-charged with inlet-charge cooling, 400bhp at 4 000 rpm and 616 lb ft of torque at 3 250 rpm. Four speed automatic gearbox, rear wheel drive.

Performance not stated, but the Bentley Arnage red label has a top speed limited to 155 mph, does 0 - 62 mph in 5.9 sec and averages about 14 mpg.



Worth considering;

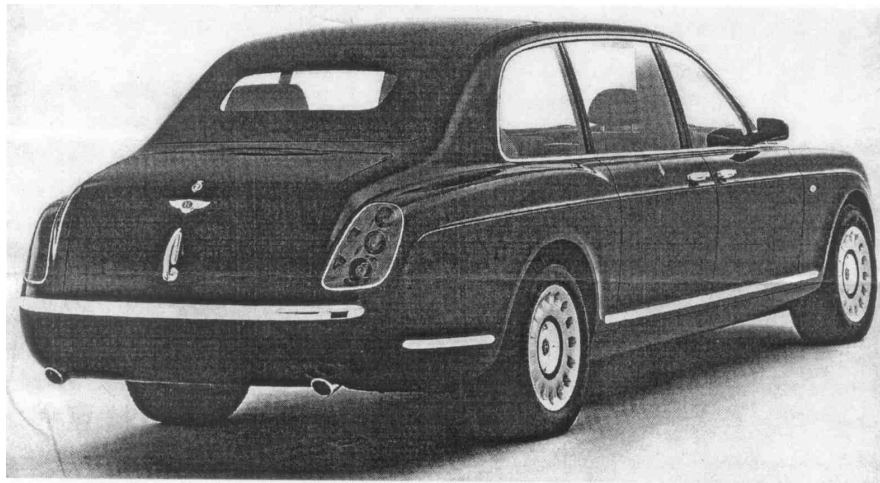
Daimler Chrysler Maybach, more than £200 000 .

Royal horse drawn Gold Coach, priceless.

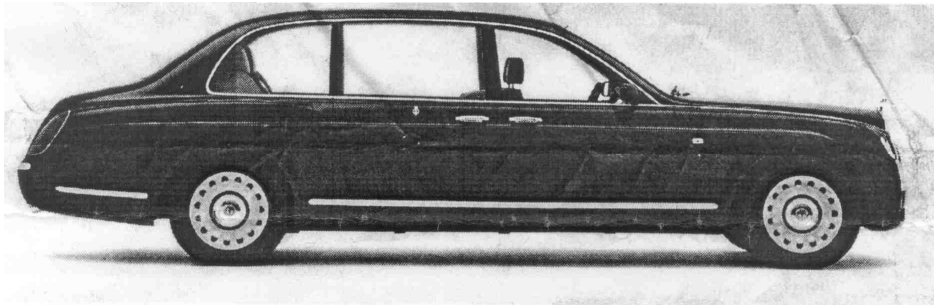
Public walkabout, free.

New BMW built Rolls Royce, circa £200 000.

The Bentley joins the other state cars that slumber like dowager duchesses on the lovely parquet floor of the Royal garage - the numbering system is reassuringly bonkers. Number 1 is a Rolls Royce Phantom VI given to the Queen by the Motor Trade Association on the occasion of her Silver Jubilee in 1977. Numbers 2 & 3 are 1961 Phantom Vs, number 5 is a 1948 straight-eight Phantom IV, and number 6 is a 1987 Phantom VI. Only number 3 runs on LPG, but this car is showing signs of wear and may be put to grass when the similarly LPG capable Bentley arrives. It is interesting to note that the 1977 Phantom VI already has more than 177 000 miles on the clock.

**Why Bentley?**

Surely Rolls Royce provides state limousines. And before that, it was Daimlers that couched royal rears - the marque that remains the family's favourite to this day.



You will of course know about the way that Vickers put Britain's most famous carmakers up for sale in 1998, whereupon Volkswagen and BMW squabbled and eventually settled ownership on a golf course. For its £470 m Volkswagen kept Bentley, the Crewe factory and control of Rolls Royce until 2003, after which the R-R brand becomes the property of BMW. It was BMW however, that had been a long term collaborative partner with Rolls Royce Bentley, and Rolls Royce the aero-engine maker, and it was the latter that, crucially, held the rights to the Rolls Royce trademarks and preferred to license them to BMW.

Next year's split means that Rolls Royce and Bentley go their separate ways, as they had been before the somewhat shady(?-Ed) buy-out of Bentley by Rolls in 1931. While VW is rebuilding Crewe and preparing the world for the debut of a new mid-sized Bentley model later this year, down at Goodwood in West Sussex BMW has built a semi-underground assembly plant with a shrubbery on the roof, which will build an all new Rolls Royce model that goes on sale next year.

Too late for the Golden Jubilee, of course, and after the way BMW wrestled control of Rolls Royce away, Volkswagen was determined to make that one stick. To commemorate the Jubilee, VW proposed a new Bentley State limousine, with engineering help from invited British firms. Cheeky, yes, and the terms of the agreement mean that BMW is forced to remain silent. "We'll be back" is the only quote from the men from Munich.

Carville Stewart

Yes but will the model be made by Corgi with their English Heritage or will the VW relationship with Minichamps win out. Certainly This would make a nice addition to the 'Presidential' Limousine collection. Ed

VIRTUAL MODELLER

As model collectors and builders we are always on the lookout for news of new models and tips on building etc. To this end most of us either subscribe to one or more magazines, or at least peruse the latest issues as they arrive in the shops. The arrival of the Internet has had an interesting effect on the model magazine business. While some traditional magazines have attempted to ignore it, others have leapt aboard with varying degrees of success. Also leaping aboard has been many fans who have created not just their own personal sites but also regularly updated magazines. I hope with this article to give some insights into the web presence of both groups.

Firstly a couple of my favourite Paper magazines that have a web presence.

Model Auto Review is a magazine that is familiar to many in the club. Its new release articles are something of a bible to collectors around the world. The Internet edition of MAR is a greatly abbreviated version of your monthly paper mag. The Home page shows a picture of the current issue and has a series of links to the others sections of the site. According to Rod Ward the most popular sections are News, Latest List and Competition. The news section is a digest of the news articles that feature in the latest issue. There is also a News Archive section to access earlier digests. The biggest 'problem' with the news digest is the lack of pictures, even though they are sometimes referred to in the text. Latest List is a list of stock available from Modelauto. The list includes a shopping cart function that enables your to buy from the site. The Competition is the regular competition as per the paper version. Very handy for late entrants such as myself. The site also contains subscription info for the paper version and a (UK) swapmeet diary.

Model Cars is a US magazine that is rapidly taking over from Scale Auto Enthusiast as THE magazine for US modellers. Currently on the web is the July issue. The Home page features a copy of the July cover along with a list of feature articles in that issue. Unfortunately there are no links to any of the articles in the paper version other than Editors Corner. As well as 'Editors Corner' there are links to 'subscriptions'(sic) (US\$39 1 year – 9 issues), 'Recommended Links', and 'Writers Guidelines'. The last tells people what is required when writing an article for the magazine. Not good use of the Internet.

Four Small Wheels is the shop magazine of Grand Prix Models. As such it concentrates on High End resin and metal kits and readybuilts. The web edition of the magazine contains all the info found in the paper version. The only real gripe

with this site is that the layout is a reflection of the paper version without the neatness found therein. Back issues are also archived on the GPM site.

However the great joy of the Internet is those magazines that have been put out by people, often with no publishing Industry experience but a great love of the hobby. One of the best is Modeler Site. Started by Argentinian modeller Mario Covalski the site has grown to become a very professional monthly general modelling magazine in both Spanish and English. The magazine covers military, aviation and auto subjects. There is also an editorial each month. Here are just some of the features in the October edition. A build article on the Accurate Miniatures 1:48 TBF Avenger, Superdetailed Revell 1:72 Tornado Gallery, Reference photos of a 1:1 Tornado, 5 aviation product reviews, Lotus 72D 1:12 scale building experiences for newcomers, Lotus 78 Reference photos, Customising a 1:6 Tamiya CB1100R, Patton Tank with Mine Roller by Academy. To cover the costs of web hosting Modelersite has sponsorship from HobbyLink Japan who have some banners on the Home page as well as a menu down the right side. Also on the right side is the Modelsite menu with links to previous issues, the MS forum, Guestbook and 'Do You want To Belong To Our Staff?'

Another very good general modelling magazine is Internet Modeler, which also 'comes out' monthly. The magazine starts with the columns. The Features come next including detailed build articles. This section is followed by 'First Look' a section which comprises reviews of new kits along with photos of all the sprues and decals for the kits. Next up is a review of New Release books decals, photo etch etc. All reviews in these two sections get their own page. Finally comes the Profile Gallery section, which this month features profile drawings of the Bregeut 14 in various French and US Squadron Liveries. Again the site requires 'sponsors' to defray costs and these all have their banners running down the right side of the page. Both these sites are easily navigated, quick to load and show the benefit of not being restricted to a set page size.

Funnily enough, I have very few web only Diecast magazines. Those I do have tend to be toy related rather than my preferred scale. Perhaps one of our members whose interests lie in that area may care to write something on these sites.

Website URLs

Model Auto review www.zeteo.com/mar/

Four Small Wheels www.grandprixmodels.co.uk/fsw/fsw

Modelersite www.modelersite.com.ar

Internet Modeler www.internetmodeler.com

Lee Tracey

NOSTALGIA NOOK

From Miniature Auto Vol 1 No. 1

Vinyl Top by John McDonald

Place a thin strip of cellotape – 1/32" – dependable on scale, to imitate seams on roof. Paint once with flat black paint and while it is still wet sprinkle with salt, leave to dry and paint again. It works wonderfully. Gives real texture and authenticity to the roof.

Sunshine Damage by John McDonald

After taking fanatical care in transporting my models from Dunedin to Christchurch without a breakage, when shifting recently, I laid my Renwall 1:12 scale Mercedes on a cabinet and went away for the day. On My return I found that the side exposed to the sun melted into unrecognisable wreckage. The body had melted over the wheels and the model is beyond any repair. (Original Editors Note – It seems hard to believe that sun is this strong in Christchurch).

ADDED LATELY

IXO RAM014 Peugeot 206 WRC Havoline. Excellent paint scheme. Could be the start of another sub theme. Model to the usual ixo standard

BEST 9185 Lola T70 Spyder Oulton Park 1965. The open version of the Lola shared by Sid taylor and our own Denny Hulme. A nice standard of model this version of the T70 looks particularly purposeful.

TROFEU 1116 Subaru Impreza WRC Burns 1st Rally GB99. A really nicely detailed model. This completes my 1999 World Rally winners theme.

MINICHAMPS 530 164333 McLaren F1 GTR Le Mans 96 'Gulf'. Very sought after overseas as part of the Minichamps GTR series. Bought as part of my Gulf theme. This one is a bit different in having a metallic dark blue instead of the usual sky blue. One of Minichamps standout models.

Lee Tracey

SCALE SEEN

At least some of the Ford Precision 100 models mentioned in the MA198 issue of this column are now available in NZ with The editor seeing both the '57 T'Bird and '64 Thunderbolt in Auckland stores recently. Sorry couldn't find any pricing details. The Thunderbolt in particular was a great looking model.

A new range on the model scene in NZ is Ricko who currently make a smallish range of 1:18 models. Choice of subjects are interesting. Quality seems on a par with most of the other ranges out of China. Details of the range are in That's News or on their website www.rickoricko.com

Included in the latest Trax 'catalogue' received by the Editor is a leaflet for the new 'Trux' range of Oz trucks and Buses. Initial offering is a 1953 Daimler CV Single deck bus available in two routes, scale 1:76.

While on the subject of Trax I see that their roadshow for Trax Club members round Oz states included viewings of the 1956 FE Holden sedans released this month as well as an unfinished Leyland P76 (Hooray!) and a very early 'solid block form' EH Panel Van in 1:24

Members may wish to check out the new prices on ixo models at Acorn Models.

Have seen the new Minichamps McLaren M8s. Nice models but whoever chose the paint is colour blind!

The AutoART Jag XJ13 would have to be a contender for Model of the Year wouldn't it?

Checking out the reports of the IMHE show in Chicago sees little in the way of long range announcements of new models. Most companies either displaying models due to be released in the next month or just released. Plastic kit manufacturers showed very little other than re issues.

Lee Tracey

Carousel 1's new 1976 Indy 500 winning McLaren M16E



THAT'S NEW? THAT'S NEWS!

NZG Diecast Germany European 'Summer' releases

315/07 MB 2644 3 axle Tipper 'Baume'	321 Kahl Hand Lifter 'Linde'
3212/10 Kahl Hand Lifter 'Bulli'	3212/20 Kahl Hand Lifter 'HV'
362 Hyster H12.00 XK Lift Truck	4791 Cat AP 1055 Asphalter 'Barber-Greene'
498 Liebherr A314 Face Shovel	4791/01 Cat AP 1055 asphalt paver w/ wheels
507 Grove RT 760 Telescopic Crane	
497 Liebherr A316 excavator w/ multi tine grapple	

SPARK Resin Readybuilt 1:43 China

SCMG05 MG-Lola EX257 #26 LM 02 (10)	SCMG06 MG-Lola EX257 #27 LM 02 (10)
SCCG12 Courage C41 Chevy LM95(10)	SCPZ04 Panoz LMP07 Mugen #19 (10)
SCFI12 Ferrari 333 SP 1 st Dayt98 (11)	SCFI13 Ferrari 333 SP 2nd Daytona 99 (11)
SCCG15 Courage Pesc. #17 LM02(11)	SCCG16 Courage Pescarolo #18 LM02(11)

RICKO Diecast 1:18 China

32101 '27 Mercedes Benz 630K	32102 '55 Mercedes Benz 300C Limousine
32103 '81 Mercedes 500SLC	32104 '81 Mercedes 500SLC Rally
32105 '36 BMW 328 roadster	32106 '56 BMW 507
32107 Alfa Romeo 2000 Spider Veloce	32108 '36 Wanderer W25K Roadster
32109 '35 Horch 851 Pullman	32111 Alfa Romeo 147
32113 Lancia Delta HF Inegrale Evo2	32114 Lancia Delta HF Inegrale Evo2 Rally
32115 '52 Mercedes Benz 300SL (W194)	32132 Alfa Romeo Daytona Type 33.2
32133 BMW 328 Rally	32136 Alfa Romeo 147 Cup Version

TRADEMARK MODELS Diecast USA

20002 Gehl 7800 Skid Loader 1:25	20005 Mustang 2105 Skid Loader 1:25
40014 Komatsu HM400 artic. Dump 1:50	9512-001 Vermeer Baler 1:64
9513-001 Vermeer trencher 1:50	9559-001 Vermeer Navigator 1:50
30005 Chevy Short Box P/U 'ATI' 1:50	30005 Chevy Silverado P/U 'Toro' 1:50

DIECAST PROMOTIONS Diecast 1:64 USA (All are artic Truck & Trailer rigs)

30022 Int'l 9200i 'Walker Mower'	30035 Int'l 9400i 'Ashland Transport'
30047 International 9200i 'Gehl'	30055 Peterbilt reefer 'DFS'
30057 International 9400i 'Mustang'	30067 Peterbilt 387 "KRTS"
30074 Int'l 9100i 'Citgo' Tanker	30087 International 9200i Reefer Trailer
30109 Freightliner 'Columbia'	30114 Peterbilt 387 'Mr Gasket'
30115 Peterbilt 'Saturn VUE'	30142 Freightliner Columbia 'Cummins'
30148 International 'Studebaker'	30155 Peterbilt "Hill Bros"
30167 Freightliner Century 'Detroit Diesel'	30174 International 9200i 'Haas Cabinets'
30175 Peterbilt 387 'Red, White & Class'	30186 International 9200i 'Idealease'
30187 International 9400i 'Komatsu'	30193 International 9100i 'Lakeville'

HIGHWAY 61 Diecast 1:18 USA

'29 Model A Dry Lakes Racer 2 cols.	'29 Model A Street Racer 2 cols.
'67 Plymouth Belvedere II 4 cols.	'52 Hudson Hornet Club Coupe 3 cols.
'67 Oldsmobile 4-4-2 Conv. 3 cols.	'67 Olds Cutlass 442 W30 4 cols.
'67 Plymouth GTX Hemi 426 2 cols.	'51 Studebaker 'Custom' 3 cols.
2003 Saturn L-300 3 cols.	'66 Barracuda 'Hemi Under Glass'
'66 'Hurst Hairy Olds' Drag Car	'67 Plymouth GTX 440 2 cols.
'41 Chevrolet Flatbed 1:16 5 cols.	'51 Studebaker V8 Commander 3 cols.

EBBRO Diecast 1:43 Japan (Coming Soon)

'01 Nissan Skyline GTR V-Spec Blue	'60 Nissan Cedric Van 2 cols.
'02 Honda NSX Type R 3 cols.	'73 Porsche 911 Carrera RS 3 cols
Porsche 911 JGTC 2002 910 Racing	Nissan Skyline GTR R33 JGTC 95 JOMO
Nissan Skyline GTR R33 LM 95 #22	



Above Left: Ebbro Nissan Skyline GTR R33 Le Mans 1995 'Keep The Dream Alive'

Above Right: Minichamps 1:18 McLaren M23 Gilles Villeneuve. Note the missing Marlboro signage. (Photo from IMHE as are those below)

Below: Kyosho 1:18 Countach LP400 & Ferrari Daytona



SEEN AT IMHE



Clockwise from Top Left: Maisto '62 Bel Air, Ricko BMW 328, Welly T'Bird, SunStar Mercedes 600, SunStar CHP Camaro, Limited Edition Welly Mustang 1969 Trans Am. All Models 1:18.

